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Novyy Planirovaniya Perevozok na Zheleznodorozhnom Transporte  
(Fundamentals of the Planning of Hauling on Railroad Transport), Yu. I.  
Koldomasov, Gosudarstvennoye Transportnoye Zheleznodorozhnoye Izdatel'-  
stvo, 1949, pp 73-76, [redacted]

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DRAWING UP YEAR PLANS FOR RAILROAD TRANSPORT IN USSR

Yu. I. Koldomasov

The Council of Ministers USSR confirms the year plan for hauling by railroad transport. In doing so, it considers the following indexes:

1. Average daily carloadings for the entire year with a quarterly breakdown.
2. Volume of freight to be carried in millions of tons for the entire year, separately for both broad and narrow gauge track.
3. Volume of freight to be carried in billions of revenue ton-kilometers for the year with a quarterly breakdown.
4. Volume of freight to be carried in billions of performed ton-kilometers for broad-gauge railroad systems and for narrow-gauge railroad lines which join the broad-gauge network.
5. Average daily loading for narrow-gauge lines which join the broad-gauge network.
6. Average daily carloading for a year and the yearly volume of the following freight (in million tons): coal, coke, petroleum and petroleum products, firewood, all ores, ferrous metals, ferrous metal scrap, timber (including ties), mineral and construction materials (cement included separately), salt, sugar, and grain.

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7. Volume of passenger traffic in passengers and billions of passenger-kilometers per year with quarterly breakdowns.

8. Car turnaround time norms for broad-gauge railroad lines.

The volume of freight turnover is determined in the year plan according to the planned average length of freight haul and the number of tons of freight to be carried.

The average length of haul for a plan year is established on the basis of information received concerning the length of haul of the various kinds of freight. Also considered are the planned changes in the production and consumption sites for the plan year.

The number of tons of freight to be carried in a plan year is determined by the level of industrial production and the anticipated ratio of carried and non-carried goods of various kinds of freight by means of analysis of the balances of production and consumption on the basis of the types of funded and planned production.

The volume of hauling for a year is determined and confirmed for railroad transport as a whole without breaking it down into railroad systems. The Ministry of Transportation starts with the over-all volume of hauling and works out the year's hauling plan by railroad okrugs and systems on the basis of the plan for development of economic branches concerned with railroad transport. Measures for reduction of the cost of hauling, particularly reduction of the gap between performed ton-kilometers and revenue ton-kilometers, are provided in the year plan.

When making up the quarter hauling plans, the volume of the most important freight types hauled, and the volume for the railroad network as a whole are determined in such a way that the sum of the quarter plans exceeds by 10 to 15 percent the approved year plan for hauling.

One drawback in compiling the year hauling plans on railroad systems is the gap between the volume of hauling on the railroads provided for in the year plan by the Ministry of Transportation and the sum of the quarter plans for railroad systems and okrugs approved by the government. However, the established procedure for compiling year plans of production and supply provides for future modification of the methods for working out year plans of hauling and the consequent elimination of this drawback. All ministries make up orders of material resources allocated to them for definite consumers, thus creating a basis for working out an efficient hauling plan guided by railroad system of origin and railroad system of destination. The maximum freight haulage is then indicated according to railroad system and is broken down into quarters.

Such year hauling plans for railroad systems make it possible to eliminate the gap (which is permissible at present) between the year hauling plans for the railroad system established by the Ministry of Transportation and the sum of the quarter plans for hauling approved by the government. This makes it possible to remove serious deficiencies in the distribution of material resources among the railroad systems and also to work out fiscal plans and plans for the hauling costs of the railroad systems.

Similar year hauling plans are very important for proper distribution of freight between railroad and water transport. Now it is possible to forecast more precisely the quantity of freight flow on the railroads so that traffic capacity can be planned more accurately. In addition, it is possible to work out traffic schedules and plans for the formation of trains on the basis of exact, and not approximate freight flow patterns, as has been done up to the present time.

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Accurate figures of the planned freight flow on the railroad network are very important in working out plans for train formations. In planning these formations, one of the principal problems for organizing the movement of freight flow is worked out; i.e., the distribution of switching operations on the railroad network according to the capacity of the stations. The plans for train formations are determined not only by the amount of switching work on the railroad network or by the delivery date of the freight but also by norms for car turnaround time of the active rolling stock.

If the geographic distribution of material resources according to the state economic plan is taken into account when drawing up the year plan of hauling for railroad system of origin and railroad system of destination, then the quality of the initial data used in drawing up the plans for train formations is considerably improved.

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